

OLD AND NEW ARE IN PERSONNEL OF MANOA STAFF

Many new faces are found in the company of officers that greeted Honolulu waterfronters this morning from the latest Matson Navigation liner, Manoa.

While a few officials have seen a number of years' service from the bridge, engineers' or stewards' department in the Matson line, a large number of the men are making their initial visit to the port, having shipped in the Manoa on that vessel's departure from the East Coast of the United States.

Captain Henry F. Weeden, a veteran in the Matson service, is receiving congratulations over his deserved promotion from the Lurline. Chief Officer A. S. Howell came to the West Coast in the Matsonia. Second Officer J. P. Haaberg and Third Officer R. H. Sloan are new men in the Matson service.

Chief Engineer J. H. Lann has been running down to the islands for some years in the Enterprise. He later took up the duties of a chief in the Lurline. His assistants are in the main new men and include First Assistant N. Marshall, Second Assistant James F. Elliott and Third Assistant J. B. Hickey.

Purser James A. Corrigan is popular with the traveling public and also with shippers. Corrigan has become a familiar figure through his period of service in the Honolulu.

Chief Steward C. Y. Wilmarth is no stranger to transpacific trade. Wilmarth steamed across the big ocean with the United States army transport service, later falling into a snug berth with the Pacific Mail. From the liner Siberia, he went into the Honolulu as chief steward and was delegated by Captain William Matson to proceed to this East Coast and accompany the Manoa to San Francisco. He is ably assisted by J. G. Leonard.

Dr. L. A. Shoudy, a medical officer from the East Coast, is surgeon in the Manoa.

The Manoa carries two expert radio-telegraph operators in Messrs. H. Bodin and H. S. Austin.

Mrs. C. G. Hansen, who has become well known to patrons of Matson steamers as stewardess in the Honolulu, has been transferred to the Manoa.

Virginian at Hilo.

The American Hawaiian steamer Virginian is at Hilo today, taking on the last of a 12,000-ton shipment of sugar destined for Salina Cruz. The Virginian is expected to be dispatched for the Isthmus of Tehuantepec on Wednesday afternoon or Thursday morning. The vessel was supplied with about 4000 tons of sugar during the stay at Honolulu.

PASSENGERS ARRIVED

Per M. N. S. S. Manoa, from San Francisco, March 24.—For Honolulu: Mrs. B. C. Biegalapi, W. J. Bloomfield, J. B. Blum, Mrs. J. B. Blum, Miss Selma Carleton, Mrs. E. O. Child, J. E. Cosgrove, Mrs. J. E. Cosgrove and child, J. F. Cowes, Miss M. H. Degler, A. D. Diebold, J. D. Dougherty, Mrs. W. E. Foster and child, Harry Frank, C. H. Gibson, Dr. E. S. Goodhue, Miss Dorothy Goodhue, J. H. Goodhue, A. R. Gregory, H. Harris, Mrs. H. Harris, C. H. Hoxworth, H. Janas, P. H. Janas, Mrs. L. Kueby, H. M. Kuefner, Miss Mollie T. Lahay, W. T. Livingston, Mrs. W. T. Livingston, Chas. Menier, Mrs. Chas. Menier, Miss Menier, H. Molony, Mrs. W. Pimley, L. P. Raynor, H. L. Ross, Harry Santer, Mrs. Mary Scottfield, J. Senior, F. A. Stanford, Mrs. A. H. Stephens, J. O. Stokes, Mrs. J. O. Stokes, Miss Frances Sullivan, Miss Nellie F. Sullivan, Miss Jane Tyrell, E. J. Waterman, George Webb, H. P. Wood, Mrs. H. P. Wood, H. Young, Mrs. H. Young, W. H. Ziegler, Marcus O'Dean, Mr. and Mrs. J. K. Tobin and two children.

Per str. Mauna Kea, from Hilo and way ports, March 24.—From Hilo: W. C. Kennedy and wife, D. Sherwood, Miss Berneiss, Mr. Bierhaus, A. J. Deing and wife, R. W. Greg and wife, Dreyfus Barney and wife, Cushingham, Misses Cushingham (2), Sgt. M. R. Roberts, Dr. F. Taylor, Mrs. A. Hartman, L. M. Finkel, Mrs. Rabinovitz, Mr. Kuppen-droff, L. C. Clark, W. T. Frost, S. Spitzer, Ed Farmer, Chuck Hoy, C. O. Hotel, Mrs. H. R. Bryant, Miss Bryant, Mrs. Koshi and two children, K. Hokutani and servant, W. J. Rickard, W. Hall, B. Tarpley, J. G. Serap, R. O. Warrington, From Lahaina: J. P. Forster, Mrs. J. E. Forster, J. M. McConnel, J. J. Soares, J. D. Tucker, L. Weinheimer, Mr. Matsumoto and wife.

MANOA IN PORT ON MAIDEN VOYAGE

(Continued from page one)

charge of 2170 tons of cargo from the mainland. This work will be completed in time to permit the liner sailing for Kahului Thursday evening where 340 tons freight will be left. Returning to Honolulu, the Manoa should reach the port Sunday morning. From a considerable distance at sea, the Manoa bears a close resemblance to the Lurline. Upon going on board the distinctive improvements and features in the Manoa are at once noted.

The new Manoa which has made its debut at this port as a factor in the transportation of passengers and freight between the coast and the islands will alternate with the Lurline in a bi-weekly service to include regular calls at Honolulu and Kahului. Built and successfully launched at Newport News Shipbuilding Company yards, the Manoa, representing a single screw steamer is designed especially for the run between the Hawaiian Islands and the Pacific coast. The new vessel is said to represent an investment of \$1,000,000.

The ample accommodation for about 90 first-class passengers aboard the Manoa proved an object of interest to a large number of spectators who gathered at Pier 15 this morning to await the arrival of the Manoa on a maiden voyage. Captain Henry Weeden and his staff of officers proudly displayed all the good points about the latest addition to the Matson fleet.

Cost About a Million.

The Manoa represents an investment of about \$1,000,000. The dimensions of the newest Matson liner are: Length over all, 446 feet; length between perpendiculars, 430 feet; breadth, moulded, 54 feet; breadth, moulded to upper deck, 33 feet 6 inches; speed, loaded, 14 knots.

The ship has been constructed in full accordance with Lloyd's Register of Shipping, class 100-A1. The machinery is located aft as on the other vessels of this line and the cargo will be carried forward of the machinery space, below the upper deck and in that portion of the long poop between the passenger accommodations and the machinery space.

Staterooms with Private Baths.

Provision is made for carrying a large supply of fuel oil in the double bottoms and in deep tanks in the lower part of the forward hold. These tanks in the lower part of the forward hold are also fitted up with separate pumping plant for the carrying of molasses in bulk. A large space in the lower tween decks aft is fitted up for carrying refrigerated cargo and the total space available for cargo is about 385,000 cubic feet, exclusive of molasses tanks.

The upper deck amidships, as well as the large bridge deck house above same, are devoted to the accommodations of passengers. Deck officers' quarters and pilot house, including smoking room for passengers, are located in house above the passengers' quarters. On the promenade deck, aft, are located the purser's office and Marconi room. The seamen's quarters are located in the forecastle while aft on the upper and poop decks are located quarters for the engineers, steward's department, etc.

The forward end of the bridge deck house is devoted to the social hall and the balance of this house contains staterooms with private baths and accommodations for doctors and stewards. These rooms open out into a spacious promenade which extends from the forward end of the bridge right aft to the stern of the vessel, similar to the promenade deck on the Wilhelmina.

An Attractive Dining Saloon.

Below on the upper deck, just forward of the midships, is located the dining saloon, with accommodations for 78 people at one seating, at 10 tables. Aft of dining saloon are first-class staterooms, pantry, galley, etc.

For the safety of those on board water-tight subdivisions are provided by cellular double bottoms extending full length between peak bulkheads as well as by seven transverse water-tight bulkheads.

There are two Murray type of steam winches for the handling of cargo at each hatch and in addition to the regular cargo booms are fitted two steel booms, one of 20-ton and one of 50-ton capacity.

The propelling machinery consists of one quadruple expansion engine of about 4000 indicated horsepower. The propeller is of the right-handed built-up type with manganese-bronze blades and a cast-iron hub. The steering gear is of the Brown steam tiller type and is equipped with complete telemotor control. An elaborate outfit of machine tools is fitted in the

RETRENCHMENT IN ROAD DEPT. HITS WITH THUD

(Continued from page one)

work at once on the several jobs under way. He plans to allow them to remain as they are until after the first of the month.

Almost all of this work which has been stopped falls under the head of patching. Several gangs have been at work in different parts of the city putting the streets in better condition by patching them. Though the work itself, so far as materials go, has not been found very expensive, the labor item has been one of no small amount.

On all sides the necessity for retrenchment is being brought graphically to the attention of the board of supervisors. With a much smaller balance carried over from the first of the year than expected, and an anticipated shrinkage in receipts for the current semi-annual period, all departments are beginning to feel the pressure for economy. As the road department is the largest and most expensive of the departments of the city and county, it is suffering first from the present conditions.

According to a statement made this morning, it was found when Whitehouse assumed the duties of road overseer, on the resignation of Thomas F. Kennedy, that the funds for street improvements had been overdrawn, and that expenses would have to be cut down to make up the amount of the overdraw, which, it is said, amounted to \$2000.

Notwithstanding, however, this shortage and the economical measures necessary to be taken on account of it, street improvements have gone along rapidly since Whitehouse took over the work, so much so that those even on the board of supervisors who have fought him are frank to admit that he has done remarkably well, considering the financial handicap. He had planned several noteworthy improvements, which would have probably been undertaken at once had not the monthly allowance been depleted.

Men's collars manufactured in England every year number about twenty millions.

Bill—it is said that Alexander the Great when on a campaign, ate the ration of a common soldier. Bill—And did the poor soldier get nothing?—Yonkers Statesman.

engineer's workshop and a full complement of oil tanks for engine rooms are supplied in sufficient capacity for carrying lubricating, cylinder and refrigerating engine oils for sixty-day runs.

The ship is heated and thoroughly ventilated throughout. Electricity for lighting and power purposes is supplied by two 20 K. W. engine driven generators. The refrigerating plant is equipped with two 8-ton refrigerating machines with all necessary pipe and cold storage rooms. Drinking water is circulated through coils to public spaces.

Life-boat accommodations are provided for all on board by means of seven 26-feet metallic double-ended boats in addition to the working boat and all are carried under Weill patent davits.

Better Weather Off Hawaii.

Purser Phillips of the steamer Mauna Kea reported better weather off the Hamakua coast of Hawaii in returning to Honolulu. The vessel arrived this morning with a small number of passengers. The cargo from the big island included 2 horses, 10 cords of wood, 26 sacks of taro, 40 crates of cabbages and 110 packages of supplies. The inter-island steamer Nihau was passed at Papaikou, the Kaula at Pepeekeo, while the United States coast and geodetic survey steamer Patterson was moored to an anchorage near Niihau. The Mauna Kea is on the berth to sail for Hilo and way ports at 10 o'clock tomorrow morning.

Schooner Prosper Ready to Sail.

The schooner Prosper had been discharged of a shipment of lumber at Hilo and hauled into the stream was ready to sail for the Sound at the time the inter-island steamer Mauna Kea steamed for Honolulu. The Prosper brought a quantity of lumber for the Hawaii port.

Hawaii Sugar Report

The following report of sugar awaiting shipment on Hawaii was received in this city with the arrival of the steamer Mauna Kea: Olua 1000, Waiakea 10,000, Hawaii Mill 3000, Hilo Sugar Co. 25,500, Onomea 14,548, Pepeekeo 18,100, Honoumuli 12,800, Hakalau 16,632, Lanipahoehoe 6239, Kailiki 3,173, Kukuihona, Hanakua Mill 289, Punahoa 7426, Honouapo 6600 sacks.

MARSHALL GIVES HIS VERSION OF FATAL SHOOTING

(Continued from page one)

February 8, 1882, in Fayette county, Pa., where he resided with his father and sister until 1906. He first came to Hawaii in 1911, returning to the islands again on March 3, 1913, to accept a position as assistant superintendent under H. K. Bishop, in charge of the tunnel-boring through the Koolau mountain range. He went to work March 6, living at Waihole until the contract with Bishop was cancelled and Jorgensen given charge of the tunnel work, when Marshall was released, together with a large force of other workmen, on August 1, 1913. Marshall had brought C. F. Drew down here with him to work on that job and Drew was left out at the same time, the two then taking up their residence at Cassidy's, at Waikiki beach, where for the next nine days they merely "loafed," resting up from their work. Marshall had not tried to obtain any other job, he averred, for the reason that he had effected no settlement with Bishop, and, besides, he had been laboring hard and needed a rest.

He and Drew took dinner on the evening of August 9, Saturday, at a Chinese restaurant downtown, met Joseph G. Startup, chief engineer on the U. S. Lighthouse tender Kukui on Fort street and the trio went to Cuhla's saloon, where they drank several beers. Drew, a newcomer, was anxious to see an exhibition of the hula dance, so Marshall went to the von Hamm-Young garage on Alakea street and obtained H. K. Bishop's automobile, driving around to the Young hotel to pick up the other two.

He found them down in the bar. He also encountered Guertler. Dick, Frank and others, who had just come from the fight at the Bijou theater. He took one beer at that place, and twice went over to the Guertler party, on the second occasion urging them to join his own crowd in a round of drinks. Marshall declared he was not drunk that night, though he "had been drinking beer all evening." He said the meeting at the Young was entirely amicable.

Out at Madam Puah's, after he and his two friends had witnessed the hula, Marshall, feeling tired and sleepy, lay down on a cot in a room on the makai side of the house. He was awakened by the arrival of other comers, got up, walked out and saw Dick and Guertler. The latter said: "Hello, Marshall, what the h— are you doing here," and a moment later Dick put up his hands and said: "Let's have a little free fight." He and Marshall began scuffling in friendly fashion, said the witness, when someone leaped on his back and he went to the floor. That was a bad mixup, and when Moses Puah came to his rescue and got him to his feet his shirt was torn and his hat gone.

Referring to the scene outside, Marshall said Guertler cursed him, ordered him to leave the place and threatened to spank him if he didn't go. "This angered Marshall, and as he departed he shouted back cursing. 'You'll not spank me!'" Guertler and Dick chased him out to his automobile, and as they approached the machine he declared Guertler said:

"All I want is for you to take off your glasses."

Marshall said that later, when he redressed in his room at Cassidy's he feared for the safety of Drew, who had remained at Puah's, so he put Drew's revolver in his pocket and went back to the resort to get him. Of the tragedy, Marshall said that when he entered the dance hall they all rushed toward him, Guertler elbowing the others aside as he advanced, shouting:

"Let me put him out, boys! Marshall, I'll kill you!"

"And I believe he would have," declared Marshall on the witness stand.

The witness evidently created a good impression. Though somewhat nervous he spoke freely, was never at a loss for words, and talked in excellent English. He was submitted to the prosecution for cross-examination shortly before the noon hour.

The major portion of the session today was given to the rapid examination of the following witnesses: Joseph G. Startup; Mrs. Henrietta O. MacKay, housekeeper at the Young hotel; David F. Nagle, watchman at the Young hotel, who let the Guertler party out to Hotel street through the alley that night; Ralph W. Hamilton, luna for the Koolau Agricultural Company, who drank with Guertler's party the afternoon of August 9 and again after the prize fight that night; Raymond Irwin, representative of a liquor house, who introduced a bottle of gin in evidence; Martin Grune, real estate dealer, and Taylor, a civil engineer,

ARMY NOTES

In all probability the 2d division of the U. S. army will be relieved from service on the Mexican border some time next spring. If peace should be restored in Mexico, which seems very unlikely at present, however, the strength of the troops in Texas and along the border will be reduced to the normal number of troops. If conditions continue as they are, and the state department should insist upon keeping a division on the border, the 1st division will probably relieve the 2d. Of course, this program will not be carried out if affairs in Mexico should take a serious turn between now and next spring. Now that the embargo has been lifted on arms and ammunition to Mexico, the work of the border patrol being lighter, some of the troops will be able to return to permanent quarters. Orders were issued Feb. 16 that the troops of the 3d U. S. Cavalry and a battery of the 3d U. S. Field Artillery at Eagle Pass, under command of Lieut. Col. Guy Carleton, march out of that post not later than Feb. 20. Four troops of the 3d Cavalry and a battery of Field Artillery at Laredo will make a 150-mile hike to San Antonio. Each of the marching columns will require seven or eight days to get to Fort Sam Houston. Accompanying the contingent will be headquarters and band of the 3d Cavalry. The ordering back of the troops is taken to indicate that Gen. Tasker H. Bliss, the department commander, believes the situation on the border has calmed down sufficiently to justify the cutting down of the garrison at both Laredo and Eagle Pass.

Lieut. Col. Richmond P. Davis, first of that rank in the list of officers of the Coast Artillery Corps, has received promotion to a colonelcy. Col. Davis is now stationed at Fort Winfield Scott, Cal. He will remain at that station. Announcement of his advancement was made recently at the war department.

The vacancy in the rank of lieutenant-colonel, created by his promotion, has been filled by the promotion of Maj. Clint C. Hearn, who heads the list of that rank in the corps. Lieut. Col. Hearn is attached to the general staff in Washington, and will continue those duties for the present. Capt. Malcolm Young, at the head of that rank, is advanced to the vacant majority. First Lieut. Matthew A. Cross, heading that rank, becomes a captain, and 2d Lieut. Christopher D. Peffer, second of the rank, becomes a 1st lieutenant.

Major Young is relieved from duty at Fort Slocum, N. Y., and recruiting service, and will report to the commanding officer, coast defenses of Southern New York, for duty at Fort Hancock, N. J. Captain Cross, now attached to the 101st Company of Coast Artillery, stationed at Fort Totten, N. Y., continues attached to that company. Lieutenant Peffer remains with the detachment of coast artillery now at Key West Florida, barracks.

Col. Littleton W. T. Waller, commanding the marine barracks at Mare Island, has returned to his station from Washington, D. C., where he has been consulting for some time with Secretary of the Navy Josephus Daniels regarding his prospective appointment as major-general commandant of the marine corps, which appointment was at the last minute given to colonel, now Maj.-gen. George Barnett, who has just taken command of the corps.

General Barnett's regular station has been at the Philadelphia navy yard. He graduated from the Naval Academy at Annapolis, to which he was appointed from Wisconsin. As Colonel Waller was the senior colonel of the corps and had far more active service to his credit than Barnett, it was expected here that he would succeed Maj.-gen. Commandant W. P. Eiddle when the latter went on the retired list.

Lieut. Harrison E. Knauss, junior grade, has been appointed to command the Sylph, now at the Washington navy yard, and, since the departure of the Mayflower for Mexican warfare.

who drank with the Marshall party at the Young. E. E. Bodge of the von Hamm-Young Company, who sat beside Guertler at the prize fight, and A. L. C. Atkinson, who was put on to testify concerning a conversation between himself and Harry Lake a few days ago, but whose testimony was rejected on objection by County Attorney Cathart.

AD CLUB PLANS TOMORROW

Sir Newton Moore, agent-general of Western Australia, will be welcomed tomorrow by the Ad Club and entertained during his short stay in the city. He is on the Makua. At the noon luncheon there will also be H. P. Wood, chairman of the Hawaii Fair Commission, who will speak on the Hawaiian exhibit.

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ters, the vessel available for the use of the president and his family. He supersedes Lieut. Christopher R. P. Rodgers, who has had command of the converted yacht for more than a year.

Lieut. Rodgers will be detached and assigned, probably about April 1, to command a torpedo boat destroyer. Lieut. Knauss has been in Washington for some time on waiting orders. This is his first command.

Lieut. Knauss is to be married in the middle of March. He was attached to the Mayflower as a junior officer. Through the sympathy of Secretary Daniels with his matrimonial aspirations, he was relieved when the Mayflower was ordered to Mexican ports.

Turkey All But Eliminated

The two Balkan wars have resulted in a material change in the map of the peninsula at the southeast corner of Europe. Turkey is all but eliminated from the continent, reduced to a meager holding along the Sea of Marmara, with a brief frontage on the Aegean sea and the Black sea, an area less than one-twentieth of that formerly ruled by the sultan. Just at present there is a question of the inclusion in this Turkish realm of Adrianople, reoccupied by the Turkish troops in the last days of the war between the Balkan allies, but the outlook is that the powers will require Turkey to withdraw to the line defined by the treaty of London, running almost directly between Enos, on the Aegean sea, and Medea, on the Black sea, excluding Adrianople. The Greek territory is considerably enlarged in consequence of the two wars, with a material increase of sea front both on the Adriatic and the Aegean and the restoration to Greek sovereignty of numerous cities of importance, including Salonika. Bulgaria gains all of the territory formerly known as Eastern Rumelia, concerning the ownership of which there has been some doubt, and acquires a frontage of about 100 miles on the Aegean sea. Serbia falls of her ambition to gain an outlet upon the Adriatic, but is soled by the grant of a considerable portion of the former Turkish province of Monastir, and most of the province of Kosovo, nearly doubling the Serbian territory. Montenegro has failed to hold Scutari, once included within its realm, but acquires a portion of the Turkish province of Novibazar. Bulgaria loses a portion of her northeastern territory to Rumania as a result of the latter country's late entrance into the complication. The most notable change in the map is the establishment of the new autonomous state of Albania, including Scutari and portions of Monastir, Janina and Kosovo. Greece is the largest gainer in respect of sea front, and Bulgaria, despite the slight loss to Rumania, is in a much more satisfactory position, in respect to territory and sea advantage. Had Bulgaria been content with the original delimitation following the war of the allies against Turkey she would today have been much better off than she is in consequence of her treacherous refusal to abide by the peace terms fixed at London.—Washington Star.

The navy department has been experimenting with the plan of operating its own dining-car service when transporting drafts of men by rail, and with such satisfactory results that this plan will be followed hereafter for large bodies of men and over considerable distances, says the April Popular Mechanics Magazine. It has been found that the department can feed its own men better than was the case under the old arrangement with the railroads, and at considerably less cost. The food is prepared in a tourist kitchen car, which is simply a regular tourist sleeper with two sections removed and a large coal range installed in their place. The remainder of the kitchen car is used as a sleeper. A table is provided for each sleeping section on the train and the bluejackets are fed in their own sections. Between meals the tables are removed or may be used by the men in reading, writing or card playing. With this arrangement the regular sea-going routine can be followed. When a meal is to be served, the mess call is sounded by the bugler. At 6:30 in the morning the reveille is sounded, while taps is sounded at 8 o'clock at night.

What is thought to be the biggest single improvement made in the artillery service in a decade is comprised in the new field gun recently adopted by the United States government. The carriage of this gun has a double, or split, trail, the word "trail" being used to designate the long beam, or prop, that supports the gun on the ground at the rear. The old-style single trail prevented any great lowering of the gun breech and therefore limited the angle to which the muzzle could be elevated. With the split trail the breech drops down between the halves, and any elevation of the muzzle that is necessary may be secured. By means of a handwheel, the gun may be swung quickly and easily in a wide horizontal arc without shifting the trail, which is another great improvement over the old-style carriage. The gunners are thoroughly shielded by steel plates only two tenths of an inch in thickness, but of such strength and toughness that they cannot be penetrated by a steel-jacketed, needle-nosed bullet fired from a service rifle at a distance of 100 yards. Even the gunner who sights the piece is not exposed. By a system of mirrors and prisms the telescope sight zigzags upward and passes out through a port in the shield a foot or more above the gunner's head. The projectile fired by this gun has a three inches in diameter and about 1 foot long, but contains enough explosive and balls to wipe out a whole company.—From the April number of Popular Mechanics Magazine.

It is stated by army officers who understand conditions at the aviation camp at North Island, near San Diego, that the old type of Wright ma-

chine on which so many aviators have gone to their death never will again be used by the government. Already they are beginning to dismantle these machines at the camp. Only two machines, both Burgess tractors, are now available for use in San Diego, in spite of the fact that there are 15 officers at the camp.

Col. John L. Chamberlain, inspector-general for the western department, has been inspecting conditions at the aviation camp, as part of his inspection tour at San Diego.

MARRIAGE LICENSES

Names—Addresses. Ages.
Manuel Ventura, Portuguese, Hon., 21
Jessie Ferreira, Portuguese, Hon., 19
Ichiro Hamai, Japanese, Honolulu, 39
Tsuyuo Mori, Japanese, Honolulu, 22
Antone Pinto, Portuguese, Honolulu, 22
Virginia Rodrigues, Portuguese, Honolulu, 19

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